

Wellesley

ALDERSHOT

ENVIRONMENTAL STATEMENT: NON-TECHNICAL SUMMARY

DECEMBER 2012



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Explanatory Note

An Environmental Impact Assessment has been undertaken, and an Environmental Statement (ES) has been produced (of which this is the Non-Technical Summary). The ES contains the main source of information on the environmental effects of the Wellesley development. The full ES is contained in two volumes. The chapters comprise Volume 1, and they are directly linked to the annexes in Volume 2, which are arranged in the same order as the chapters which they support.

This Environmental Statement has been prepared by Capita Symonds on behalf of Grainger, with specialist support from Adam Urbanism and Wessex Archaeology (on the historic environment), Terence O'Rourke (on ecology), WSP (on transport) and Savills (on planning policy and community effects).

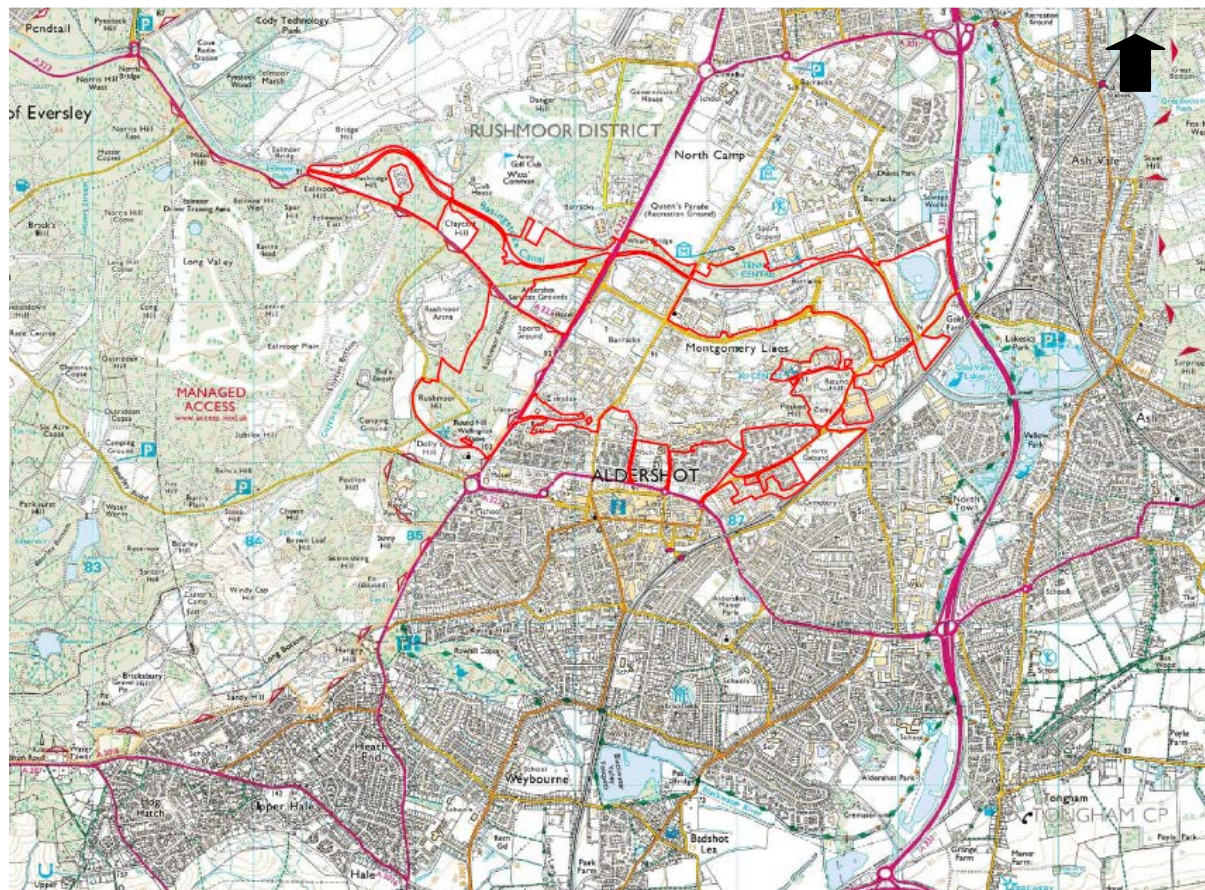
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2. Introduction

2.1 THE SITE

- 2.1.1 Aldershot has for many years been one of the main homes of the British Army. As a consequence of changes to the way in which troops are organised and deployed there is an opportunity to return to wider community use a substantial parcel of land (approximately 255 hectares) which has been used by the Army for around 150 years.
- 2.1.2 The area of land, formerly known as South Camp, has been identified for redevelopment as an urban extension to Aldershot under the name of 'Wellesley'. The Wellesley site is located between Aldershot town and the Basingstoke Canal. The development site is, in general, bounded by the Basingstoke Canal to the north, by the A331 and the Aldershot to London railway line to the east and south east respectively, a ridgeline to the south (upon which the Cambridge Military Hospital is located), and the A325 Farnborough Road to the west. Figure 1 shows the whole of the Wellesley site within its surroundings

Figure 1: The Site and its Surroundings



Source: Capita Symonds

- 2.1.3 The Wellesley site is wooded around its southern, eastern and northern boundaries. Within the site are a number of tree lined avenues, however the majority of the core site is hard standing interspersed with landscaped areas scattered with trees.

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- 2.1.4 The topography of the site generally slopes from the south/south-east, as the wooded ridgeline upon which is Cambridge Military Hospital sits, to the north, where the Basingstoke Canal is located.
- 2.1.5 Within the Wellesley site are a number of historic features, such as buildings, statues and memorials.

Photo 1: Cambridge Military Hospital



Source: Capita Symonds

3. Scheme for Assessment

3.1 WELLESLEY SITE

- 3.1.1 The proposal has been influenced by the existing road infrastructure, wooded blocks and tree belts and key historic buildings and features, some of which will be retained, either wholly or in part. There are a number of derelict and redundant buildings across the Wellesley site that have been selected for demolition in order to facilitate the re-development of the site.
- 3.1.2 The Wellesley scheme will comprise: the construction of 3,850 new homes; including the re-use of some existing buildings; the provision of a neighbourhood centre, which will incorporate retail, office and community facilities; provision of some commercial and industrial space; and the creation of two new primary schools. In addition, approximately 110 hectares of public open space will be made available for recreational use and play space. Some of this open space will be within the main developed area, but the majority will be in the form of Suitable Alternative Natural Green Space (SANGS). The proximity of SANGS to the Wellesley development aims to encourage residents, from within and surrounding the site, to access these open spaces by foot or by bike using an improved network of pedestrian and cycle ways.
- 3.1.3 New allotments will be provided close to where the railway line crosses the Basingstoke Canal.

Figure 2: Illustrative Masterplan Layout



Source: Adam Urbanism

3.2 MAIDA ZONE – PHASE 1

- 3.2.1 The scheme will be developed in phases, with construction anticipated to be completed by 2026. At this stage only one phase is being brought forward for development. Anticipated to commence construction in 2013, the initial phase is referred to as Maida Zone – Phase 1, and is located to the north of Hospital Road, adjacent to two Listed Buildings: Smith Dorrien House and Maida Gymnasium (see Figure 3). Detailed proposals for Maida Zone – Phase 1 include the provision of 228 new homes, open space, infrastructure (utilities, pavements, roadways), pedestrian and cycle ways, landscaping work, and access to SANGS.

Figure 3: Maida Zone - Phase 1 Layout



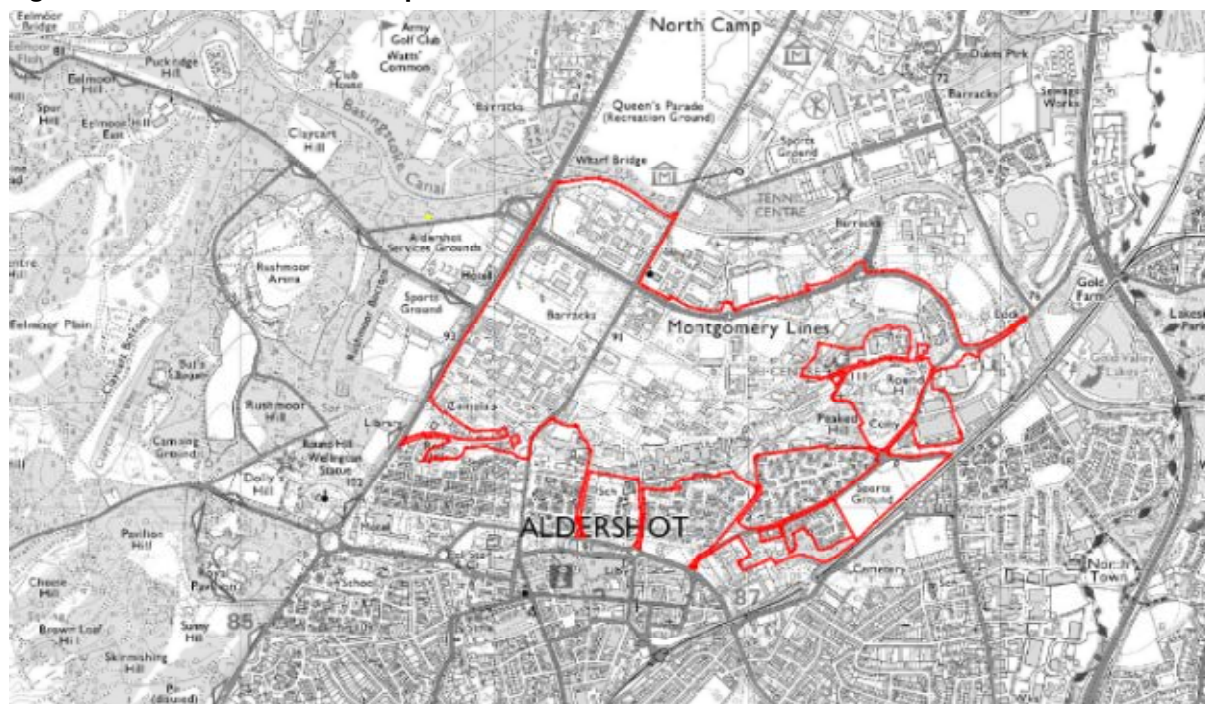
Source: Adam Urbanism

4. Environmental Assessment

4.1 INTRODUCTION

- 4.1.1 The Wellesley site has been the subject of an Environmental Impact Assessment (EIA), which has assessed the impacts of development. Figure 4 shows the area that will contain the majority of the built form of the development (the Core Development Area).

Figure 4: The Core Development Area



Source: Adam Urbanism

4.2 GENERAL APPROACH TO EIA

- 4.2.1 Following discussions and agreement with Rushmoor Borough Council, and consultation Hampshire County Council (Archaeology); the Environment Agency; and Natural England; the following topic areas were identified for inclusion within the Environmental Statement:
- a) Landscape and Visual;
 - b) Historic Environment;
 - c) Ecology and Nature Conservation;
 - d) Soil and Groundwater Condition;
 - e) Water Environment and Surface Water Management;
 - f) Transport and Access;
 - g) Noise and Vibration;
 - h) Air Quality; and
 - i) Community Effects.
- 4.2.2 Detailed technical studies have been undertaken throughout the scheme design process, providing information to the project team about environmental issues and constraints affecting the proposed development. In effect this means that the scheme includes

significant design considerations (sometimes referred to as 'in-built mitigation') to limit and reduce the potential impacts of the development.

4.3 OUTLINE ASSESSMENT

- 4.3.1 The outline assessment of the full development has been undertaken. This assessment is not for a specific layout or combination of building dimensions, and the Illustrative Masterplan (Figure 2) represents just one possible solution based on a series of Parameter Plans ('fixes') and Design Codes.
- 4.3.2 For assessment purposes, a number of assumptions have been made to identify potentially intrusive or environmentally damaging elements allowable under the parameters. Those key assumptions are outlined below:
- a) The development will not exceed an upper limit of 3,850 units, unit density and height will be limited within each phase.
 - b) Some of the existing buildings, roads, monuments, and trees will be retained, refurbished and re-used (where applicable).
 - c) The existing landform, basic grid-based road layout will largely be retained, with some of the roads (previously inaccessible to the general public) being brought into public use.
 - d) There will be two gas-fired combined heat and power (CHP) local energy centres (in the west of the site), a biomass boiler (central south of the site), and two biomass-fired CHP local energy centres (in the east of the site).
 - e) Only selected industrial and commercial buildings will have flat roofs, which will accommodate 'green' or 'brown' roofs rather than solar panels.
 - f) The Smith Dorrien will be refurbished to provide office space, and the Maida Gymnasium will be refurbished but will remain as a gym.
 - g) The Cambridge Military Hospital will provide some use as a cafe/restaurant with other potential uses, e.g. office space.
 - h) The neighbourhood centre will comprise: a small supermarket; additional retail space; office space; pub/restaurant; and a day-care unit.
- 4.3.3 For the purpose of EIA, worst case scenarios have been analysed which represents the greatest potential for significant effects. By undertaking this analysis, the worst reasonably foreseeable construction cases are considered.

4.4 THE ASSESSMENT PROCESS AND THE JUDGING OF 'SIGNIFICANCE'

- 4.4.1 The changes generated by a development project may result in outcomes which are considered to be positive or adverse, and in some cases may be considered to be neutral. Examples would include: new scheme-related noise or air pollution; loss of habitat or top soil; new planting and habitat re-provision; changes to the townscape; loss of surface permeability; waste production; etc.
- 4.4.2 Examples of receptors/resources that might be affected by such changes include; people (residents, passers-by, workers etc); designated sites (Sites of Special Scientific Interest, Conservation Areas, groundwater protection zones etc); and non-designated environmental resources of value.
- 4.4.3 Effects come about as a result of imposing changes on receptors/resources. The physical extent of effects (in terms of the geographical area affected, or the size of the human population affected, or the spatial extent of any protected species of habitats affected) should all be taken into account when assessing the importance of likely changes.

4.5 DETAILED ASSESSMENT (MAIDA ZONE – PHASE 1)

- 4.5.1 The detailed assessment supports the full planning application for the Maida Zone - Phase 1. Figure 3 shows the key features, such as the road layout and width, the housing plots, garden size, and tree planting.

4.6 INDIVIDUAL TOPIC CHAPTERS

- 4.6.1 Each individual topic assessment has established the scope of the assessment and the policies and guidance of greatest relevance to the technical topic. Baseline conditions were established via a combination of desk-based and field-based research. This informed the identification of relevant/key receptors. The changes that are to be expected as a result of the Wellesley scheme have been identified, and the likely strength of those changes in the context of the technical topic areas assessed. These findings have allowed the significance of the expected changes to be assessed on a consistent basis.

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5. The Findings

5.1 INTRODUCTION

5.1.1 This section summarises the findings of the EIA process.

5.1.2 The main drivers of change will be:

- a) Site clearance, preparation and groundworks during the construction phase;
- b) Construction works (e.g. concrete works, steel erection etc.);
- c) Construction traffic;
- d) Permanent changes to the existing landform and built form;
- e) Changes to surface treatments (e.g. new buildings, hard and soft landscaping, drainage systems, etc.); and
- f) The arrival of new residents, visitors and commercial tenants.

5.1.3 Only where they are particularly relevant to the topics concerned are these noted in the sections below.

5.2 LANDSCAPE AND VISUAL

5.2.1 A landscape and visual impact assessment has been undertaken to identify the potential impact, as a result of the development, upon the local and wider landscape, its character and structure. In addition, a visual assessment was made which considers existing receptors, such as residents, transport users, workers and users of public open space and rights of way; and of course future site users and residents. A series of desk-based and field-based studies have been undertaken to identify the condition of the existing landscape and its value (in quality terms), the extent of visibility of the site, and the locations of principal viewpoints, both public and private. The following 'visual receptors' were considered: residents; workers; users of public footpaths and other rights of way; users of public roads; and views of or from within valued landscapes.

5.2.2 The site is surrounded by a mix of landscape and townscape types. To the south and east, the landscape is largely dominated by urban development, with Aldershot located to the south of the site. To the west and north, the landscape is largely wooded and 'semi-rural' in parts. There are a number of notable landscape features which have been identified as being highly sensitive to development, these being: Grade II* Registered Park and Garden of the Military Cemetery, the Basingstoke Canal, extensive areas of heathland and woodland, including the areas earmarked as SANGS. Despite the large area covered by the proposed development, the extent of its visibility, from the wider area, is limited. Views from the north are restricted by woodland and by tree planting; views from the east and south are restricted by the wooded ridgeline which extends along the southern boundary of the site; and views from the west are restricted by a combination of topography, woodland and tree planting.

5.2.3 Within the Wellesley site, for the most part, the structure and pattern is defined by a grid layout, wide tree-lined avenues, and open spaces of the Aldershot Military Town, all of which are considered to be key receptors. Much of the Wellesley site is located within the Aldershot Military Town Conservation Area, which features many historic buildings and statues, some of which are statutorily listed and will be retained as part of the development proposals. There are, however, some detracting features, in the form of unattractive barrack blocks, some of which are empty and near derelict; these will be removed which will improve the setting of surrounding buildings/structures that are to be retained. The site, in general, is considered to be of ordinary quality, however the wooded ridgeline and Cambridge Military Hospital are considered to be receptors of high quality and sensitivity.

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- 5.2.4 The Wellesley scheme will alter the appearance of the Core Development Area by introducing taller buildings and increasing the predominance of the built environment, at the expense of open space, however many of the characteristics of the Aldershot Military Town will be retained. Views into the site, from the wider area are restricted, and views from the perimeter are also limited in parts as a result of landform and vegetation. The development of the Wellesley site is considered to be generally beneficial on landscape and visual receptors once mitigation, such as additional tree planting and landscaping has been implemented and has matured.
- 5.2.5 The development and assessment of the construction and operation of Maida Zone – Phase 1 is broadly similarly to that of the wider Wellesley site.

5.3 HISTORIC ENVIRONMENT

- 5.3.1 A historic environment assessment has been carried out to determine the nature, extent, and significance, of known historical resources within the core development area and the surrounding extents of the site. From this it has been possible to evaluate the likely survival, nature and extent of potential buried remains within the site, thereby understand the archaeological potential of the site. A series of archaeological desk-based and field-based study have been undertaken to assess the general aspect, character, condition of the setting of the site and to identify any potential archaeological features or possible impacts to the survival and condition of heritage assets.
- 5.3.2 In terms of buried pre-military archaeology, the site has little potential for remains to be present as a result of extensive building and re-development of the site over many years. Where there is undeveloped land, this is considered to have some potential for buried archaeological remains, especially along the higher ground along the southern boundary, where a modified Bronze Age Barrow is located (now a converted Victorian bandstand). An archaeological watching brief will be undertaken during construction works in these locations where there is potential for buried remains.
- 5.3.3 The Wellesley site falls within the Aldershot Military Town, and Basingstoke Canal Conservation Areas. Within the site are a number of historic buildings, statues and monuments (some of which are nationally and/or locally listed). Some of these monuments and statues will be relocated for use at other military bases, however there will also be demolition of certain, pre-selected buildings, these features have been selected following the production of a heritage strategy which has identified significant historic elements that should be retained. The impact on the setting of these historic elements is considered to be, in the long term, beneficial as the heritage assets will be enhanced through refurbishment and re-use, enhanced surroundings, such as planting and public open space provision.
- 5.3.4 Within the Maida Zone – Phase 1 area, the impacts are broadly similar to those for the whole Wellesley site, however to supplement the detailed assessment, an archaeological watching brief was undertaken during the digging of geotechnical pits. Information collected during this time was used to inform the archaeological potential of Maida Zone – Phase 1; which concluded that there was little potential for buried archaeological remains.
- 5.3.5 With regard to historic buildings, the proposed development within Maida Zone – Phase 1 is adjacent to the Listed Buildings of the Smith Dorrien and Maida Gymnasium. Demolition of the Duchess of Kent barracks, and the construction works area have been assessed as having an adverse impact on the setting of these listed buildings and the Aldershot Military Town Conservation Area, however this will be temporary and of short duration. The new buildings have been sensitively designed to reflect some of the building types and frontages which already exist within the Conservation Area and at the Maida Gym and Smith Dorrien; impacts on the setting of these features are generally considered to be beneficial.

5.4 ECOLOGY AND NATURE CONSERVATION

- 5.4.1 An ecological assessment has been undertaken to identify the ecological potential of the site and its immediate surroundings, and evaluate the potential impacts of the development upon plant and animal species and ecologically designated sites.
- 5.4.2 A series of desk-based and field-based surveys have been undertaken for the Wellesley site and the proposed SANGS to identifying any ecological constraints associated with the proposals such as the site's potential to support any legally protected species or habitats of high nature conservation value. A series of specialist surveys were undertaken to determine the presence of protected and notable plant and animal species. From these surveys, the following were recorded as being present within the Wellesley site: Japanese Knotweed (a highly invasive plant species); badgers; bats; protected bird species; priority invertebrate species, and hedgehog.
- 5.4.3 Construction works at the Wellesley site were assessed as having the potential to impact upon ecologically designated sites, habitats (e.g. grassland, trees and woodland, and hedgerows) and animal species as a result of land-take of habitats. The provision of SANGS, open spaces, habitat creation and enhancement, and long-term management planting will limit impacts and in cases be beneficial. However, even with mitigation in place, adverse impacts will be experienced by foraging and roosting bats and nesting birds during construction.
- 5.4.4 In the long term, habitat creation and off-site enhancement will result in a positive contribution to biodiversity which will be of far better quality than that which will be lost to the development.
- 5.4.5 Within the Maida Zone – Phase 1, the assessment outcome is broadly similar to that of the outline assessment for the whole site.

5.5 SOIL AND GROUNDWATER CONDITION

- 5.5.1 A soil and groundwater assessment has been undertaken to establish the presence for below-ground contamination, associated with the site's current and historical past and the potential to impact upon groundwater quality. A series of desk-based and field-based surveys have been undertaken to establish the likelihood for contamination and to establish the nature and extent of contaminants present.
- 5.5.2 Selective site investigations and soil sample analysis has identified that there are pockets of contamination across the site, which relate to the current and former use of the site. Potential sources of contamination have been established as, although not limited to: munitions storage; garages and workshops; coal yards; transport depot; incineration; and fuel distribution. Key receptors of contamination have been identified as: groundwater; soils; site users, e.g. existing and future site users; construction workers; surface water and lakes; and built structures.
- 5.5.3 To address on-site contamination, as a result of current or former site use, a Global Remediation Strategy has been developed. This document will be used to identify suitable forms of remediation in order to remove/reduce the levels of contaminants to acceptable standards. In order to do this, further detailed investigation work will need to be undertaken, prior to construction, to determine the contamination status of the soil and groundwater beneath each phase of across the site. Once mitigation measures and remediation has been undertaken, effects will be of negligible significance as there will be an improvement in the current soil and groundwater conditions.
- 5.5.4 An intrusive site investigation has been carried out for Maida Zone – Phase 1 to establish the status of the soil and groundwater beneath the site which established that there is a small risk to surface water, but a greater risk to human health. The information obtained during this

investigation has informed the production of a Site Specific Remediation Strategy which will provide an overall improvement to soil and groundwater conditions to acceptable levels.

5.6 WATER ENVIRONMENT AND SURFACE WATER MANAGEMENT

- 5.6.1 An assessment has been undertaken which considers surface water, flood risk, drainage and water quality. A series of desk-based and field-based surveys have been undertaken to determine the quality of surface water, the likelihood and potential sources of flooding, and site drainage and network capacity.
- 5.6.2 A Flood Risk Assessment and Drainage Strategy have been developed for the site to deal with the proposed surface water run-off as a consequence of the development. These have been based on data collected from existing plans and reports and the development proposal layouts. The Basingstoke Canal is the main receptor for surface water from the Wellesley site and as such surface water run-off, from the site, is essential to recharge the canal water levels. Any increases in the level within the canal are controlled with overflow weirs into the Blackwater River.
- 5.6.3 As part of the enabling and construction works, the existing surface water drainage system will be assessed and upgraded, where necessary; this will remove issues with current infiltration from such areas as made ground with the potential for contamination. Short term risks during construction works will be reduced through the provision of appropriate personal protective equipment (for construction workers), and the control of oil and petroleum products near to water courses.
- 5.6.4 The flood risk assessment and drainage strategy identifies the whole Wellesley site as being located within Flood Zone 1 – which is suitable for development as there is a less than 0.1% chance of flooding. The proposed development will result in significant beneficial effects to the baseline conditions in particular through the implementation of the Sustainable Drainage System (SuDS), which will assist in the reduction of possible flooding as a consequence of future climate change.
- 5.6.5 The treatment of foul water from the site is received at the Camp Farm Sewage Treatment Works, from there the treated water is discharged to the Blackwater River – there is a rigorous monitoring and process control in place which maintains the water quality within prescribed limits. The disposal of future foul sewage is addressed within a Utility Strategy, which has been prepared for the Wellesley site. Water quality is expected to improve with the use of SuDS across the site to help reduce the contaminants entering the system.
- 5.6.6 Development within the Maida Zone – Phase 1, will result in a broadly similar outcome to that of the outline assessment for the whole site.

5.7 TRANSPORT AND ACCESS

- 5.7.1 A transport and access assessment has been prepared for the Wellesley scheme. The assessment has been informed by a series of desk-based and field-based studies, which include: a transport assessment; residential and workplace travel plan; and public transport strategy. The scope of the transport assessment was agreed following detailed consultation with Hampshire County Council, Surrey County Council and the Highways Authority.
- 5.7.2 A traffic model was developed for the Aldershot and Farnborough areas to ascertain the impact of the Wellesley scheme on the local transport network (up to 6km from the site) for 2022 (the peak construction period) and 2026 (when the site will be fully operational). The modelled assessment area covered all key highway links and junctions extending from the M3 (Junctions 4 and 4a) in the north to the A31 in the south and from the B3013/A323 in the west to the B3411 in the east, with a greater emphasis on the area immediately surrounding the Wellesley site. From this exercise, 14 key links were identified for further assessment.

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- 5.7.3 The current baseline indicates that the highway network has a moderate traffic flow; the site is well served by pedestrian links and transport infrastructure and services, however at some locations, the traffic flow acts as a barrier which prevents and/or discourages pedestrian and cyclist movement.
 - 5.7.4 Development of the Wellesley site will generally have beneficial effects on the transport network in the long term, with limited adverse impacts during peak construction.
 - 5.7.5 Development traffic, generated during the construction of Maida Zone – Phase 1, will be managed through the implementation of a Construction Environmental Management Plan. Construction and operation traffic, associated with this phase of development is considered to be of negligible significance and, as such, does not trigger the need for a detailed assessment and has not been considered further.

5.8 NOISE AND VIBRATION

- 5.8.1 A noise and vibration assessment has been undertaken to predict future noise and vibration levels during peak construction and during operation. A series of desk-based and field-based surveys have been undertaken to establish the current and future noise baseline and the changes associated with the Wellesley scheme, which considers the construction, operation and traffic level changes.
- 5.8.2 Following discussions and subsequent agreement with the Environmental Health Officer at Rushmoor Borough Council, a series of noise monitoring locations were identified, which were considered to best represent key noise sensitive receptors, e.g. healthcare facilities, residential properties, education establishments. From these locations, surveys were undertaken to establish the noise climate of the area around the Wellesley site.
- 5.8.3 A series of noise models were established to predict future baseline levels, based on the current noise climate. To simulate the likely changes to noise levels in future years, during and post construction, the traffic data was applied to the noise model. The outcome of the construction and operation noise modelling exercises revealed that, with mitigation in place (such as the use plant and machinery with sound reduction appliances fitted, limited site working hours, and best practice measures during construction; and (at a later stage in the detailed design of the Wellesley site) the orientation of buildings) dwellings will meet the 'good' standards for resting and sleeping and will also meet the recommended noise levels for outdoor areas during the daytime. Likewise, with best practice measures in place on site, construction vibration will not exceed acceptable limits.
- 5.8.4 With regard to Maida Zone – Phase 1 a full noise construction assessment will be undertaken once a contractor has been appointed. In the meantime, a noise and vibration assessment has been carried out which considers site preparation, demolition and construction activities. Existing sensitive receptors will experience adverse impacts, during construction. The application of best practice measures will ensure that these impacts do not exceed acceptable levels. During operation, a small number of dwelling have been identified which will require additional mitigation measures, as internal daytime and night time noise levels will not be met with a window left open for ventilation. As such, mitigation measures, such as the use of standard double glazing and alternative ventilation will be put in place to achieve acceptable internal noise levels.

5.9 AIR QUALITY

- 5.9.1 An air quality assessment has been undertaken to establish the impact of the proposed development (demolition, earthworks, construction, 'trackout' activities and traffic generation) on local air quality. In a similar way to noise and vibration, the effect of the development, on air quality is largely determined by the change in traffic volume and the emission of nitrogen dioxide and fine particulates (both produced by road transport), and to a lesser extent dust

from construction activities. The air quality considers the current and future nitrogen dioxide and fine particulate levels at key sensitive receptors around the Wellesley site.

- 5.9.2 The assessment has been informed through desk-based (using information collected from surveys undertaken by Rushmoor Borough Council) and field-based surveys. An air quality model has been developed to predict the likely changes to air quality as a result of the Wellesley scheme. The model indicates that during construction and operation, pollutants around the site are likely to be below key limits for all of the key receptors under current conditions. The predicted level changes to nitrogen dioxide and fine particulate is not expected to exceed acceptable limits.
- 5.9.3 Best practice mitigation measures, such as dust suppression measures (e.g. dampening down), will be adopted and therefore it is likely that only minor effects will be experienced at existing sensitive receptors during the construction phase, which are not considered significant.
- 5.9.4 Development within the Maida Zone – Phase 1, will result in a broadly similar outcome to that of the outline assessment for the whole site.

5.10 COMMUNITY EFFECTS

- 5.10.1 A community effects assessment has been undertaken to establish the likely impacts and demands that the Wellesley scheme will have on receptors such as: population; housing; healthcare; education; open space; and employment. The assessment also takes account of crime and deprivation.
- 5.10.2 With the development of the Wellesley scheme, there will be significant construction taking place. Development will be phased, with approximately 250 to 300 dwellings being built each year. The likely community effect on existing residents will be minimal. With the construction, there will be an increase in temporary construction jobs directly created as a result of the development; there will also be the creation of jobs as an indirect effect of the construction. This will benefit local businesses and residents an input to the local economy. There is a phased approach to the delivery of open space and SANGS provision during the development.
- 5.10.3 Once construction is complete, and the Wellesley site is in operation, the effects will include an increase in the local population (by approximately 9,240 people); this increase in population will have substantial impacts on local services and facilities in the surrounding area, however the provision of a range of social infrastructure, such as community facilities and education provision, will ensure that the emerging population has appropriate access to services and facilities. The provision of two new primary schools, the community buildings and a local centre will promote a range of employment within the local area (e.g. offices, warehouses, general industrial, storage provision, small scale retail, cafe/restaurant and drinking establishment).
- 5.10.4 In terms of secondary education, the Wellesley scheme will not generate enough pupils to require a new secondary school. Following discussions with, and forecasting by Hampshire County Council, there is sufficient capacity at nearby secondary school to accommodate initial children generated from the development.
- 5.10.5 Development of Maida Zone – Phase 1 will increase the local population by approximately 547 people, there will be no adverse impact on local facilities or services. Land for a primary school will be provided shortly after Maida Zone –Phase 1, dependent upon Hampshire County Council delivering it. There is sufficient capacity at the Connaught Secondary School, for those children of secondary age within Maida Zone – Phase 1. Informal open space will be provided and the initial works will begin on the provision of the SANGS for public enjoyment and recreational use.

6. Conclusions

- 6.1.1 The most important conclusions arising from the EIA process are those which concern the existence or absence of likely significant effects arising from the construction and operation of the Wellesley development. These conclusions are summarised as follows.
- 6.1.2 In all cases, the development of Maida Zone – Phase 1, albeit much smaller in scale than the full Wellesley site, will produce a broadly similar outcome to that assessed for the full development.

6.2 LANDSCAPE AND VISUAL IMPACT ASSESSMENT

- 6.2.1 The greatest adverse impacts, associated with the development of the Wellesley site, will be during peak construction, however following construction and the introduction, and subsequent maturation of landscaping and tree planting those impacts will be significantly reduced. The development will be beneficial as the scheme will have removed derelict and unattractive barrack blocks, yet the characteristics of the Aldershot Military Town will be retained. There will be no significant adverse effects on landscape character or on visual receptors as a result of the development of the Wellesley site.

6.3 HISTORIC ENVIRONMENT ASSESSMENT

- 6.3.1 The greatest adverse impacts, associated with the Wellesley site, will be the destruction of buried archaeology during construction and the loss of valued heritage assets during demolition. To reduce these impacts a programme of archaeological monitoring and recording would be employed during the construction phase, and a demolition strategy will be informed by the heritage strategy to identify significant historic features which should be retained. The removal of unattractive and unsightly modern buildings and features can be considered to improve the setting of the remaining historic buildings. There will be no significant adverse effects on the historic environment as a result of the development of the Wellesley site.

6.4 ECOLOGY AND NATURE CONSERVATION ASSESSMENT

- 6.4.1 The greatest adverse impacts, associated with the Wellesley scheme, will be on designated sites, badgers, bats, birds and reptiles, through loss of habitat or recreational demands. The provision of SANGS will mitigate for impacts on designated sites and provide not only suitable recreational space for a better quality of life for local residents, but also habitat enhancements that will benefit both protected and unprotected plant and animal species. No significant impacts will arise from the Wellesley scheme.

6.5 SOIL CONDITIONS AND GROUNDWATER ASSESSMENT

- 6.5.1 As a result of the Wellesley site's current and former uses, in initial investigation of the site has confirmed that the site has the potential for significant contamination. A Global Remediation Strategy has been developed to deal with on site contamination and an Intrusive Investigation Method Statement will be prepared to facilitate a further detailed study to determine condition of the underlying soil and groundwater, following which a site specific remediation strategy for each phase of the Wellesley scheme can be prepared. Undertaking remediation works will improve the quality of the soil and groundwater at the Wellesley site. No significant adverse impacts are anticipated as a result of development at the Wellesley site.

6.6 WATER ENVIRONMENT AND SURFACE WATER MANAGEMENT ASSESSMENT

- 6.6.1 A Flood Risk Assessment and Drainage Strategy have been developed for the site to deal with the proposed surface water run-off as a consequence of the development. There will be significant beneficial effects as a result of: the implementation of the Sustainable Drainage System (SuDS), which will assist in the reduction of possible flooding as a consequence of future climate change; improvements to the surface water drainage system and through SuDS usage; and improvements to water quality within the canal. On this basis it is considered that there will be no significant adverse effects as a result of development the Wellesley scheme.

6.7 TRANSPORT AND ACCESS ASSESSMENT

- 6.7.1 The Wellesley scheme will generate adverse effects during peak construction, mostly as a result of the increase in heavy goods vehicles (HGV). These effects will be temporary and of short duration. The scheme will result in adverse effects upon a limited number of key highway links, however there will be an overall beneficial impact elsewhere on the network. There will be a provision of strategic pedestrian and cycle ways throughout the site which will connect to key locations within the site, to SANGS and open spaces, and the network to Aldershot town centre beyond the site. No significant adverse impacts are anticipated as a result of developing the Wellesley scheme.

6.8 NOISE AND VIBRATION ASSESSMENT

- 6.8.1 The greatest potential for significant noise and vibration impact, associated with the development is during the peak construction, however this will be temporary. The increase in vehicles and HGV, construction plant and machinery has the potential to generate significant effects; this will be remedied through implementation of good construction principles to ensure that site traffic is managed and that construction plant and machinery generate low noise emissions.
- 6.8.2 With regard to changes to traffic noise levels, as a result of the Wellesley scheme, the overall effect will be adverse, however this can be improved upon through additional, appropriate mitigation measures designed to meet the 'good' standard for resting and sleeping, and to meet recommendations for outdoor areas during day time. Therefore, no significant adverse effects are anticipated as a result of the Wellesley scheme.

6.9 AIR QUALITY ASSESSMENT

- 6.9.1 The air quality assessment has considered all construction and demolition activities, including the changes in traffic levels associated with development of the Wellesley site. On site construction, demolition and earthworks have the potential to generate dust, to ensure that this does not cause nuisance, best construction practice will be adopted (e.g. the implementation of dust suppression measures such as dampening down). The air quality within the Aldershot area is within acceptable limits. The change in traffic levels during peak construction and during site operation has been modelled; the predicted changes to air quality are not considered to be significant and as such, will remain within acceptable limits.

6.10 COMMUNITY EFFECTS ASSESSMENT

- 6.10.1 The Wellesley scheme will generate a significant number of new homes, which will be constructed in phases, and at a rate of between 250 and 300 per year. The likely community effects on existing residents will be minimal. In association with the construction period, there will be a significant number of directly created, temporary construction jobs, and a number of temporary indirect jobs which will have a beneficial effect on local businesses and residents which will assist economic growth within the borough. Following construction, there will be an increase in population (around 9,240 people); the overall strategy for Wellesley will ensure

that the development will have a positive impact on the local neighbourhood, and will not result in an adverse effect on local facilities and services. The development offers the chance to enhance the character of the area, whilst the increase in open space, community facilities and leisure activities will help create a sustainable community for the long term.

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Wellesley

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